Commercial.

TODAY.

THE SHARE MARKET.

4 o'clock.

Share business has been rather quiet these past few days, and there is still nothing of particular importance to report. Banks have fluctuated between 157 and 158 per cent. premium and there is now a demand for shares at the former figures. Inquiries have been made for Docks at 132, and some few 'time' transfers have been arranged at 139 for December. Steamboats have weakened slightly, and were on offer this afternoon at 204½ per cent. premium. No business in China Sugars has come under our observation, but the stock is weak at 148. Hongkong Ices are wanted for cash at 65, and for December transfers have been fixed at 69. In other stocks there are no change to report.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—157 per cent. premium, buyers.

Union Insurance Society of Canton—$87½ per share, sellers.

China Traders' Insurance Company—$68 per share.

North China Insurance—Tls. 265 per share, buyers.

Canton Insurance Company, Limited—$74 per share, sellers.

Yangtsze Insurance Association—Tls. 108 per share, sellers.

Chinese Insurance Company—$170 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$322½ per share, buyers.

China Fire Insurance Company—$73 per share, buyers.

Hongkong and Whampoa Dock Company, 32 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—$204½ per share, sellers.

China and Manila Steam Ship Company—60 per share, buyers.

Hongkong Gas Company—$135 per share.

Hongkong Hotel Company—$170 per share, buyers.

Indo-China Steam Navigation Company, Limited—12½ per cent. dis., sales.

Douglas Steamship Company—$51 per share.

China Sugar Refining Company, Limited—$148 per share, sellers.

Luzon Sugar Refining Company, Limited—$57 per share, sellers.

Hongkong Ice Company—$65 per share, buyers

Hongkong and China Bakery Company, Limited—$80 per share.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—8 per cent. premium.

Chinese Imperial Loan of 1884 C—10 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—12 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—$51 per share.

Perak Tin Mining and Smelting Company—$20 per share.

Tunjom and Sunghie Dua Samantan Mining Co.—$11½ per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—61 per cent. premium, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T.	2/11⅞
Bank Bills, on demand	3/0
Bank Bills, at 30 days' sight	3/0⅛
Bank Bills, at 4 months' sight	3/0⅝
Credits, at 4 months' sight	3/0⅝
Documentary bills, at 4 months' sight	3/0⅝
ON PARIS.—	
Bank Bills, on demand	3.80
Credits, at 4 months' sight	3.87
ON INDIA, T. T.	221½
On Demand	222
ON SHANGHAI.—	
Bank, T. T.	72
Private, 30 days' sight	72⅝

OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul,	$550
(Allowance, Taels 16 to 48).	
OLD MALWA .....per picul,	$570 to $580
(Allowance, Taels 16 to 32).	
NEW PATNA, (without choice) per chest	$485
NEW PATNA, (first choice) per chest	$487½
NEW PATNA, (bottom) per chest	$495
NEW PATNA, (second choice) per chest	$482½
NEW BENARES, (without choice) per chest	$477½
NEW BENARES, (bottom) per chest	$487½
NEW PERSIAN (best quality) per picul	$640
OLD PERSIAN (best quality) per picul	$600
OLD PERSIAN (second quality) per picul	$555 to $570

CHINA COAST METEOROLOGICAL REGISTER.

4th May, 1888.—At 4 p.m.

STATION	Barometer Reduced to Sea Level in Ins. & Pts.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	30.51	42	—	—	0	b	—
Yokohama	30.16	—	—	S	4	—	—
Nagasaki	30.07	—	—	SSE	2	—	—
Shanghai	30.03	56	91	E	3	—	—
Amoy	30.03	69	83	NE	1	o	—
Hongkong	29.87	71	91	N	3	o	—
Haiphong	29.83	86	86	E	2	o	—
Bolinao	29.89	92	—	W	2	c	—
Manila	29.82	94	47	SE	2	c	—

5th May, 1888.—At 10 a.m.

STATION.	Barometer Reduced to Sea Level in Ins. & Pts.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	30.15	42	91	—	0	b	0.04
Yokohama	30.05	—	—	—	—	—	—
Nagasaki	30.00	—	—	—	—	—	—
Shanghai	29.98	56	94	—	0	o	—
Amoy	29.95	68	93	NW	1	o	0.12
Hongkong	29.92	76	91	E	4	o	0.48
Haiphong	29.88	82	88	E	2	b	—
Bolinao	29.95	90	—	SE	2	b	—
Manila	—	—	—	—	—	—	—

The barometer has fallen along the coast and gradients are slight for east-south-east winds. Cloudy, and damp weather prevails. The temperature is rising.

1—Barometer reduced to level of sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind in two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, 1 Blue sky, 2 Detached clouds, 3 Drizzling rain, 4 Fog, 5 Gloomy, 6 Hail, 7 Lightning, 8 Overcast, 9 Partly cloudy, 10 Squally, 11 Rain, 12 Showers, 13 Thunder, 14 Visibility, 15 Snow, 16 Rain in buckets, 17 Mist and heat lightning. W. DOSSOR,

Hongkong Observatory, 5th May, 1888.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER).

TO-DAY.

Barometer—6 A.M.	29.93
Barometer—9 A.M.	29.88
Barometer—4 P.M.	—
Thermometer—6 A.M.	72
Thermometer—9 A.M.	78
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	71
Thermometer—4 P.M. (Wet bulb)	76
Thermometer—6 P.M. (Wet bulb)	—
Thermometer—Maximum	77
Thermometer—Minimum (same night)	70

MAILS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with the American mail of 14th April, leaves Yokohama on the 5th instant, and is due on or about the 11th.

THE CANADIAN MAILS.

The Canadian Pacific Line steamer *Batavia*, with the Canadian mails, left Shanghai on the 2nd instant, and is due here about the 5th.

The Canadian Pacific Line steamer *Parthia*, with the Canadian mails, left Vancouver on the 30th ultimo, and is due here on or about the 31st instant.

THE INDIAN MAIL.

The steamer *Japan*, from Calcutta, left Singapore on the 3rd instant, and is expected here on or about the 9th.

STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Berenice*, from Trieste, left Singapore on the 28th ultimo, and is expected here on the 5th instant.

The D. D. R. steamer *Lydia*, from Hamburg, left Singapore on the 1st instant, and is expected here on or about the 7th.

The P. & O. S. N. Co.'s steamer *Khiva*, left Bombay on the 21st ultimo, and is expected here on the 8th instant.

The Navigazione Generale Italiana Co.'s steamer *Bisagno*, left Singapore on the 3rd instant, and is due here on the 9th.

The Ocean Steamship Co.'s steamer *Antenor*, from Liverpool, left Singapore on the 3rd instant, and is due here on the 9th.

The Ocean Steamship Co.'s steamer *Nestor*, from Liverpool, left Singapore on the 4th inst., and is due here on the 11th.

The 'Glen' Line steamer *Gleneagles*, from London, left Singapore on the 5th instant, and is expected here on the 11th.

The 'Shire' Line steamer *Monmouthshire*, from London, left Singapore on the 5th instant, and may be expected here about the 11th.

The 'Union' Line steamer *Metapedia*, from London, left Singapore on the 4th instant, and may be expected here on the 11th.

The P. & O. S. N. Co.'s steamer *Kashgar*, left Bombay on the 3rd instant, at daylight, and is expected here on the 20th.

Shipping.

ARRIVALS.

FALKENBURG, German steamer, 989, W. Dreyer, 5th May,—Saigon 1st May, Rice.—Melchers & Co.

TETARTOS, German steamer, 1,360, Job. Petersen, 5th May,—Nagasnai 30th April, Coal.—Takasima Colliery Co.

DANUBE, British steamer, 564, F. W. Phillips, 5th May,—Haiphong 2nd May, General.—A. R. Marty.

CLEARANCES AT THE HARBOUR OFFICE.

Visayas, Spanish steamer, for Amoy.
Hever, German steamer, for Tientsin.
Thales, British steamer, for Swatow, &c.
Peking, British steamer, for Shanghai.
Marie, German steamer, for Haiphong.
Protos, German steamer, for Saigon.
Vorwaerts, German steamer, for Haiphong.
Benalder, British steamer, for Guam.
Loongwha, British 3-m, sch., for Sandakan.

DEPARTURES.

May 4, *Priam*, British steamer, for Amoy &c.
May 5, *Anton*, German steamer, for Hoihow.
May 5, *Teheran*, British str., for Singapore, &c.
May 5, *Visayas*, Spanish str., for Amoy, &c.
May 5, *Hever*, German str., for Tientsin, &c.
May 5, *Peking*, British steamer, for Shanghai.
May 5, *Septima*, German str., for Saigon.

PASSENGERS—ARRIVED.

Per *Falkenburg*, str., from Saigon.—22 Chinese.

Per *Tetartos*, str., from Nagasaki.—4 Europeans and 1 Chinese.

DEPARTED.

Per *Teheran*, str., from Hongkong.—For Singapore.—Messrs. W. A. Shea, T. Hughes, H. B. Somerville, Dr. Smith, J. Gilbert, Deputy-Surgeon-General Lewer, A.M.D., and Colonel W. R. Craster, R.A. For Bombay.—Mr. M. Ebrahim. For Brindisi.—Mr. W. Danby. For Brindisi *viâ* Bombay.—Mr. and Mrs. R. C. Wilcox. For London.—Mr. A. J. Hadley and Captain G. R. Atkinson, O.S.D. From Yokohama.—For Colombo.—Messrs. Kennedy and Logan. For London.—Messrs. Short and Henrick.

Per *Thyra*, str., for Chefoo.—6 Chinese.

Per *Visayas*, str., for Amoy, &c.—1 European and 100 Chinese.

Per *Peking*, str., for Shanghai.—8 Chinese.

TO DEPART.

Per *Thales*, str., for Swatow, &c.—100 Chinese.

Per *Protos*, str., for Saigon.—200 Chinese.

Per *Marie*, str., for Haiphong.—46 Chinese.

Per *Vorwaerts*, str., for Haiphong.—30 Chinese.

Post Office.

(A MAIL WILL CLOSE)

For Swatow, Amoy, and Taiwanfoo.—Per *Thales*, to-morrow, the 6th instant, at 9.00 A.M.

For Straits Settlements.—Per *Propontis*, on Monday, the 7th instant, at 3.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Hydaspes*, on Monday, the 7th instant, at 5.00 P.M.

For Singapore.—Per *Iphigenia*, on Tuesday, the 8th instant, at 1.30 P.M.

For Kobe, Yokohama, Vancouver, B.C., and San Francisco.—Per *Zambesi*, on Tuesday, the 8th instant, at 2.30 P.M.

For Amoy and Manila.—Per *Zafiro*, on Tuesday, the 8th instant, at 3.30 P.M.

For Bangkok.—Per *Wyvern*, on Tuesday, the 8th instant, at 4.30 P.M.

For Swatow, Singapore, and Bangkok.—Per *Devawongse*, on Wednesday, the 9th instant, at 10.30 A.M.

For Swatow and Shanghai.—Per *Canton*, on Wednesday, the 9th instant, at 11.30 A.M.

For Europe, &c.—Per *Bayern*, on Wednesday, the 9th instant, at 3.00 P.M.

For Straits, Colombo, and Bombay.—Per *Berenice*, on Thursday, the 10th instant, at 10.30 A.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Melbourne*, on Thursday, the 10th instant, at 11.00 A.M.

For Yokohama and San Francisco.—Per *Oceanic*, on Thursday, the 10th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

AGNES, British steamer, 2,070, J. Pinkham, 2nd May,—Saigon 27th April, Rice and Paddy.—Adamson, Bell & Co.

ASHINGTON, British steamer, 856, Reynell, 21st April,—Saigon 16th April, Rice.—Wieler & Co.

BENALDER, British steamer, 1,331, R. W. Thomson, 28th April,—Saigon 24th April, Rice.—Gibb, Livingston & Co.

BENARTY, British steamer, 1,119, Le Boutillier, 2nd May,—Saigon 28th April, Rice.—Gibb, Livingston & Co.

BERENICE, Austro-Hungarian steamer, 1,707, E. Perini, 3rd May,—Trieste 18th March, and Singapore 26th April, General.—Austro-Hungarian Lloyd S. N. Co.

CANTON, British steamer, 1,110, Bremner, 3rd May,—Shanghai 29th April, and Swatow 2nd, General.—Jardine, Matheson & Co.

CARISBROOKE, British steamer, 973, R. Cass, 3rd May,—Saigon 29th April, Rice and General.—Morris and Ray.

CHINGTU, British steamer, 1,259, J. D. C. Arthur, 29th April,—Sydney 10th April, Townsville 15th, Cooktown 16th, and Thursday Island 19th, General.—Butterfield & Swire.

CICERO, British steamer, 1,030, A. George, 4th May,—Saigon 29th April, Rice and Paddy.—Adamson, Bell & Co.

DEVAWONGSE, British steamer, 1,057, Loff, 29th April,—Bangkok 23rd April, General.—Yuen Fat Hong.

DEVONHURST, Dutch steamer, 1,160, P. Houthoff, 2nd May,—Batavia 20th April, and Singapore 27th, General.—Jardine, Matheson & Co.

DEUTEROS, German steamer, 1,180, Iversen, 4th May,—Bangkok 28th April, General.—Ed. Schellhass & Co.

HEVER, German steamer, 388, B. Dellefsen, 3rd May,—Whampoa 3rd May, General.—Siemssen & Co.

HYDASPES, British steamer, 1,891, S. Bason, 3rd May,—Shanghai 1st May, General.—P. & O. S. N. Co.

IPHIGENIA, German steamer, 1,059, L. Voltmer, 4th May,—Kobe 29th April, General.—Siemssen & Co.

KWONGSANG, British steamer, 985, Sellar, 1st May,—Whampoa 1st May, General Jardine, Matheson & Co.

MARCIA, British steamer, 1,060, Geo. Pennick, 30th April,—Nagasaki 25th April, Coals.—Mitsui Bussan Kaishia.

MARIE, German steamer, 704, T. Hohlmann, 30th April,—Saigon 26th April, Rice and Paddy.—A. R. Marty.

MORAY, British steamer, 1,411, Wm. S. Duncan 28th April,—Singapore 22nd April, General.—Adamson, Bell & Co.

OCEANIC, British steamer, 3,808, Jno. Metcalfe, 1st May,—San Francisco 7th April, and Yokohama 26th, Mails and General.—O. & O. S. S. Co.

PATHAN, British steamer, 1,763, Jas. Rowley, 3rd May,—Saigon 30th April, Rice.—Adamson, Bell & Co.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PROPONTIS, British steamer, 1,387, G. Heasley, 27th April,—Haiphong 25th April, General.—Adamson, Bell & Co.

PROTOS, German steamer, 1,093, C. Sörensen, 30th April,—Saigon 25th April, Rice and Paddy.—Ed. Schellhass & Co.

RECORDER, British steamer, 676, Madge, 29th April,—Cape St. James 27th April, Submarine Cable.—E. E. A. & C. Telegraph Co.

THALES, British steamer, 820, Hunter, 3rd May,—Taiwan, Amoy, and Swatow 2nd May, General.—D. Lapraik & Co.

THYRA, German steamer, 664, E. A. Jacobsen, 4th May,—Whampoa 4th May, General.—Siemssen & Co.

VORWAERTS, German steamer, 612, J. Bruhn, 29th April,—Saigon 25th April, Rice.—Wieler & Co.

WYVERN, British steamer, 1,108, J. Brotherton, 3rd May,—Bangkok 26th April, Rice.—Tung Kee.

YANGTSZE, British steamer, 814, Tonningsen, 27th April,—Whampoa 27th April, General.—Siemssen & Co.

ZAMBESI, British steamer, 1,564, Tiddy, 2nd May,—Kobe 25th April, General.—Adamson, Bell & Co.

SAILING VESSELS.

ANTOINETTE, British bark, 884, E. Th. Bunje 30th April,—New York 5th January, Kerosine Oil.—Order.

B. P. CHENEY, American ship, 1,259, Hughes, 25th Jan.,—New York 17th August, Kerosene Oil.—D. Lapraik & Co.

CENTENNIAL, American ship, 1,222, J. M. Bearse, 27th Jan.,—New York 18th Sept., Kerosene Oil.—Russell & Co.

COLUMBUS, German ship, 1,429, L. Haesloop, 11th April,—Singapore 9th March, Timber.—Captain.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

F. H. DREWS, German steamer, 624, A. H. Rothhart, 15th April,—Bangkok 6th March, Rice.—Chinese.

H. PRINTZENBERG, German bark, 550, H. Ahrens, 17th April,—Honolulu 5th March, General.—Melchers & Co.

IRIS, British 3-m. schooner, 206, H. C. Swan, 25th April,—Freemantle, W.A., 18th Feb., Sandalwood.—Siemssen & Co.

LADY HAREWOOD, British bark, 382, T. H. Williams, 19th April,—Honolulu 12th March, General.—Master.

LOUISE, German bark, 653, T. Köhne, 1st May,—Hamburg 6th December, General.—Siemssen & Co.

LOONGWHA, British 3-m. schooner, 194, S. A. Lord, 18th April,—Gorontalo (Celebes), 8th March, Rattans and Ebony Wood.—Ed. Schellhass & Co.

HAYDN BROWN, American ship, 822, C. H. Havener, 30th April,—Newcastle 3rd March, Coals.—Butterfield & Swire.

MOUNT LEBANON, American bark, 530, Chas. H. Nelson, 17th April,—Rajang, Borneo 18th March, Timber.—Arnhold, Karberg & Co.

PACTOLUS, American ship, 1,141, H. D. Burnham, 20th April,—Shanghai 11th April, Ballast.—Pustau & Co.

PENSHAW, British bark, 729, Geo. Parker, 31st March,—Pitogo 23rd March, Timber.—Lane, Crawford & Co.

SANTA FILOMENA, Spanish steamer, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.

TITAN, American ship, 1,276, Allyn, 28th Jan.,—New York 28th August, Kerosene Oil.—Russell & Co.

TETUAN, German bark, 138, Röper, 1st April,—Singapore 29th January, Hardwood and Timber.—Chinese.

VELOCITY, British bark, 491, R. Martin, 3rd May,—Honolulu 21st March, General.—Pustau & Co.

YOUNG SIAM, Siamese bark, 750, Kock, 26th April,—Bangkok 28th March, General.—Order.

WHAMPOA.

KUTSANG, British steamer, 1,495, Slessar, 2nd May,—Wuhu 28th April, Rice.—Chinese.

KWANGLEE, Chinese steamer, 1,508, Knights, 1st May,—Shanghai 27th April, General.—C. M. S. N. Co.

NINGPO, British steamer, 762, Schulz, 1st May,—Shanghai 27th April, General.—Siemssen & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h-p., 4 guns, Commander R. Blair Maconochie, Hongkong.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h-p., 18 guns, Captain J. B. Warren, Flag of Commander-in-Chief, Amoy.

Cockchafer, gunboat, 2nd-class, 460 tons, 470 h-p., 4 guns, Lieut.-Commander H. H. Boteler, Shanghai.

Constance, cruiser, 3rd-class, 2,380 tons, 2,590 h-p., 14 guns, Captain L. C. Keppel, Hongkong.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h-p., 10 guns, Captain H. H. Boys, Shanghai.

Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h-p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Espoir, gunboat, 2nd-class, 465 tons, 470 h-p., 4 guns, Lieutenant-Comdr. R. Y. Smith, Hongkong

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h-p., 8 guns, Captain Charles J. Balfour, East Coast.

Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h-p., 10 guns, Captain M. J. Dunlop, Kobe.

Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h-p., 5 guns, Commander W. H. Marrack, Amoy.

Merlin, gunboat, 2nd-class, 430 tons, 430 h-p., 4 guns, Lieut.-Comdr. W. H. Maturin, Hongkong

Mutine, sloop, 1,130 tons, 1,120 h-p., 10 guns, Commander J. H. Martin, East Coast.

Rambler, surveying-vessel, 830 tons, 690 h-p., 3 guns, Commander W. A. Moore, on a cruise.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h-p., 6 guns, Lieutenant-Commander W. H. M. Dougall, Hongkong.

Sapphire, cruiser, 3rd-class, 1,970 tons, 2,360 h-p., 12 guns, Captain W. C. Karslake, Hongkong.

Satellite, cruiser, 3rd-class, 1,410 tons, 1,400 h-p., 8 guns, Captain T. P. W. Nesham, Hongkong.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h-p., 5 guns, Commander A. C. B. Bromley, East Coast, re-commissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h-p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving ship, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h-p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

Wanderer, sloop, 925 tons, 750 h-p., 4 guns, Commander G. A. Giffard, on a cruise, re-commissioning.

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $248,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [877

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1887. [150

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A FIRST INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1887 has this day been declared.

Warrants may be had on application at the above Office on and after the 5th May.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 19th April, 1888. [427

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,
ISAAC HUGHES,
Secretary.
Hongkong, 20th April, 1888. [428

NOTICE.

FOR the Convenience of Customers, the productions of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the Refinery; or Retail orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 27th July, 1885. [34

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Batavia	Vancouver	May 5th	Adamson, Bell & Co.
Lydia	Hamburg	May 7th	Siemssen & Co.
Khiva	Bombay	May 8th	P. & O. S. N. Co.
Japan	Calcutta	May 9th	D. Sassoon, Sons & Co
Antenor	Liverpool	May 9th	Butterfield & Swire.
Nestor	Liverpool	May 10th	Butterfield & Swire.
Bisagno	Genoa	May 10th	Carlowitz & Co.
Gleneagles	London	May 11th	Jardine, Matheson & Co.
City of Rio de Janeiro	San Francisco	May 11th	Pacific Mail S. S. Co.
Metapedia	London	May 11th	Russell & Co.
Monmouthshire	London	May 11th	Adamson, Bell & Co.
Kashgar	Bombay	May 20th	P. & O. S. N. Co.
Parthia	Vancouver	May 31st	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Achilles	Butterfield & Swire	May 10th.
Marseilles, via Saigon, &c.	Melbourne	Messageries Maritimes.	May 10th, at noon.
Bremen, & Ports of Call	Bayern	Melchers & Co.	May 9th, at 4 p.m.
Genoa, & Ports of Call	Bisagno	Carlowitz & Co.	May 18th, at 10 a.m.
Havre and Hamburg, &c.	Iphigenia	Siemssen & Co.	May 8th, at 2 p.m.
Trieste, via Straits, &c.	Berenice	Austro-Hung. Lloyd's Co.	May 10th, at noon.
Vancouver, B.C., via K., &c.	Zambesi	Adamson, Bell & Co.	May 8th, at 3 p.m.
New York, via Suez Canal.	Strathleven	Adamson, Bell & Co.	About May 12th.
San Francisco, via Y'hama	Oceanic	O. & O. S. S. Co.	May 10th, at 3 p.m.
San Francisco, via Y'hama	City of Rio de Janeiro	Pacific Mail S. S. Co.	May 19th, at 3 p.m.
Sydney, Melbourne, &c.	Tannadice	Russell & Co.	May 12th, at 3 p.m.
Port Darwin, &c.	Chingtu	Butterfield & Swire	May 12th, daylight.
Penang	Dafila	Ah Yon & Co.	May 12th, at 4 p.m.
Singapore and Penang	Deuteros	Ah Yon & Co.	May 7th, at 4 p.m.
Yokohama, via N'saki, &c.	Hydaspes	P. & O. S. N. Co.	May 8th, daylight.
Tientsin	Hoihow	Butterfield & Swire	May 10th.
Shanghai, Kobe, &c.	Sindh	Messageries Maritimes.	About May 10th.
Shanghai, via Swatow	Canton	Jardine, Matheson & Co.	May 9th, at noon.
Manila, via Amoy	Zafiro	Russell & Co.	May 8th, at 4 p.m.
Manila, via Amoy	Don Juan	Brandão & Co.	May 9th, at 4 p.m.
Swatow, S'pore, Bangkok	Devawongse	Yuen Fat Hong	May 9th, at 11 a.m.
Swatow, Amoy, &c.	Thales	Douglas Lapraik & Co.	To-morrow, at 9 a.m.

Intimations.

W. POWELL & CO.

GENTLEMEN'S DEPARTMENT.

SILK, COTTON, MERINO, HOSE, VESTS and DRAWERS of every description.
CALCUTTA PITH HATS in newest shapes.
GENT'S STRAW HATS in every size.
TENNIS, TERAI and SUMMER FELT HATS.
RAIN COATS, CHAIR APRONS, and LEGGINGS.
UMBRELLAS—UMBRELLAS—UMBRELLAS.

W. POWELL & CO.

VICTORIA EXCHANGE,
(TELEPHONE 21) Hongkong, 5th May, 1888. [6

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS,

No. 11, Praya Central,

(Opposite Pedder's Wharf).

SOLE AGENTS for

RAHTJEN'S GENUINE COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE, LA GRANDE MARQUE.

FLENSBURG STOCKBEER,

ENGINEERS AND BLACKSMITHS' TOOLS AND EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1885. [85

FOR SALE CHEAP.

ABOUT TEN TONS OF ASPHALTE.

Apply to

A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888. [367

FOR SALE AT MACAO.

ON MODERATE TERMS.

AN extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf.

For full particulars, apply to

"THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 3rd April, 1888. [366

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves, will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, 7th November, 1887. [32

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.

Hongkong, 19th January, 1888. [105

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th June, 1887. [603

BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.

Hongkong, 1st January, 1888. [41

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1887. [631

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS,

SOLE AGENTS

for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.

No. 8, QUEEN'S ROAD CENTRAL. [611

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 45, QUEEN'S ROAD CENTRAL. [604

FOR SALE.

AT WHOLESALE PRICES.

SACCONES, SHERRY, PORT, CLARETS, CHAMPAGNE.
HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES AND TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES,

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th December, 1885. [11

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL.
$7.25 per Case of 4 Dozen Quarts.
9.00 " 8 " Pints.

EDUARD SCHELLHASS & CO.,
Sole Agents
Hongkong and China.

Hongkong, 3rd May, 1887. [363

PRINTED AT THE "HONGKONG TELEGRAPH" OFFICE BY ROBERT FRASER SMITH.

call it. Then, there is the Fohkien guild house, with its wondrous columns all made of twisted dragons, and the more gorgeous City Temple, and the old, ruined Pagoda.

People with time to spare can visit the lovely waterfalls of the Snowy Hollow monastery, or go and taste the breezes of Ta Lang Shan, coming back shooting the rapids through the loveliest valley I think I have ever travelled in: groves of golden bamboos, gigantic tallow trees, azaleas of all tints lighting up the palms, and pines, and laurels, the latter just now looking like gigantic wedding cakes, so white with blossom were they. To go to these last two places takes five days, and about three dollars a day would suffice. But it could easily be done more cheaply, also more expensively, if you take more servants, more coolies, more sedans. All this according to taste, and in either case the tourist must return enchanted.

THE CHINESE FREETRADER.

The ever-rising tide of Chinese immigration has at last brought the New South Wales Foreign-trade party face to face with a problem which promises favourably to undermine all their cherished doctrines and to leave them adrift and helpless on a trackless sea of theory. For nearly 30 years the Mongolian Question has been waiting a solution, but the statesman who was prepared to do more than tinker feebly with it has been conspicuously wanting. The Chinese curse has served so long as a rallying cry for politicians that many would regret to part with the old, time-worn war-whoop, and would find it a matter of no small difficulty to supply its place. The moth-eaten watchword, "The Chinese must go," has done much good work at a multitude of elections, but the men who depend most upon it are sufficiently aware that when the Chinese have gone, it will be impossible to find another political shibboleth which will go so far to supply the place of brains, education, and common honesty, and so the Asiatic still remains and is still preached against and anathematised as of old. He has been the mainstay of all sorts and conditions of demagogues, and the increase in his numbers holds forth good promise that he will fulfil the same mission for their sons and grandsons for many years to come. The old Chinese anathema is now undergoing the process of being hashed up afresh, and Parkes, who has found bread and cheese in so many other public grievances, has, in his desperation, taken up the subject of the obtrusive leper, but the result bids fair to be the same as in many previous agitations. If the Chinese curse proves a convenient political weapon then the Chinaman will remain till Parkes is done with him; if, on the other hand, it falls flat on the public ear, then it will drop with a dull thud into the grave of oblivion to await the next convenient resurrection. In either case the Mongol is tolerably safe so long as the Freetrade party remains in power. He cannot be expelled without the utter annihilation of that cherished creed, for the leper is part of the great doctrine which Parkes cadged, without understanding it, from Cobden; and the fan-tan house and the opium-den are built on the everlasting rock of commercial freedom. Sir Henry himself, unless all his latter-day theories are a hollow lie, holds a brief for each Ah Sin who sleeps in a gin-case in Lower George-street, Sydney, or Little Bourke-street, Melbourne. Mr. Wise, as his devoted adherent, is buttoner for the tribe of pak-a-piu sharps; and the whole part must either stand by the Chinaman or fall with him and be overwhelmed in the ruins of the shanty which Bung Hi has built in the land of his exile.

The reason for this is sufficiently plain. The Chinaman is the living embodiment of the Freetrade theory, the unconscious, unassuming, yet eloquent, symbol of a great political doctrine. Stolid and ignorant as he may be, the dull-minded heathen who plods around with the "spling callot" and the "lettucee" is the outward and visible sign of the boasted commercial freedom on which the present New South Wales Ministry has traded so long and so successfully. The ports of Australia, according to Parkes, should be open to the competition of all the world, and the Chinaman comes to Australia and competes accordingly. Cheap goods, in the words of the same apostle, are the great want of this Continent, and so long as the manufactured products of Britain and Germany are lower in price than those of Australia they must be admitted on the great commercial principle which bids us buy in the cheapest market; and the Mongolian slave learns this lesson, and by dint of living upon rice in a dog-kennel he undersells alike the Briton and the German, and is consequently more to be esteemed than either. Protection, in the gospel according to Parkes, is a barbarous and futile attempt to keep up wages to an unnatural figure instead of permitting them to find their own natural level, and the responsive Mongol fixes the level at half-a-crown per diem, and the white man who declines to accept this amount must starve so long as an Asiatic can be found to fill his place in the great market of labour. The ideal State, as Parkes declared a hundred times during the last general election, is that in which the Custom-house is utterly abolished and Customs duties are unknown, and the Chinese poll-tax is a Customs duty—a tariff on leprosy, vice, and human degradation—and, therefore, ranks among the imposts which must be swept away before New South Wales can enter upon the Golden Age of industry in which everyone is to be unemployed. Everywhere the Chinaman is interwoven with the policy of Freetrade, and when he lays a sacrilegious hand on the yellow exile Parkes is sawing through the pillars of the tabernacle, and dragging it down upon his own insolvent head.

But the Chinaman in Australia is, after all, only a secondary item in the Freetrade programme. The cheap and nasty Mongol has, it is true, done much for the cause by reducing the price of labour, but still he is only beginning to make himself felt. Under the present *regime* no white man can obtain work so long as a Chinaman is unemployed, and as the Chinese increase and multiply, the time comes nearer when no white man will obtain work at all unless he chooses to accept the rate of wages for which his yellow competitor is prepared to labour, but even this outlook is nothing compared to what lies beyond. The cheap Mongol who harasses the workmen of New South Wales will shortly be succeeded by a cheaper Mongol still; the expatriated Chinaman who is willing to toil for 15s. per week will be succeeded by the Chinaman at home, who gladly accepts one-third of that amount, and the competition of the thousands of Asiatics who infest Australia will be lost amid the competition of millions who swarm in the Central Flowery Land. China is fast becoming a great manufacturing country. Englishmen, guided by the Freetrade axiom which bids them buy everything—labour included—in the cheapest market, are establishing factories and teaching the yellow artisans the secrets of their trades. Australia itself is, more or less, educating thousands of leprous aliens every year in her arts and industries, and in a few years, if Freetrade last so long, the ports of New South Wales will be choked with products of all descriptions, landed at half the cost of similar goods produced by Chinese labour in Australia. Free competition, according to Parkes and his supporters, should be the sole factor in fixing the rate of wages, and when New South Wales begins to feel the full pressure of the competition of 300,000,000 souls all ready and willing to labour for a few pence daily then the white man's wages must descend to the same figure, or Protection must come. Chinese imports are a danger ten-fold greater than Chinese immigration in its worst form, and so long as Asiatic goods find free access to the ports of New South Wales, Parkes' diatribes against the presence of the aliens are a hollow mockery, as devoid of all substance as the famous Klama Ghost.

Even in the midst of his anathema at Camperdown, Sir Henry paused to admit that the alternative lay between Protection and a Chinese invasion, and deliberately and coldly the hollow-hearted renegade declared his choice. "I would rather have a Chinaman than a rabid Protectionist any day," he declared, and if the daily papers are to be believed the miserable audience of Freetraders answered with "cheers." And for once, and only once, there is no doubt that Parkes spoke the truth. The Chinaman rampant is the banner of the party which insolently declares itself to be that of commercial freedom," and the leader of that party, in the fulness of the bigoted ferocity, selfishness, and tyranny which have marked every stage of his career openly announces that rather than the Calico Jemmies who have politically bought him should lose one cent of their profits, he is prepared to see Australia overrun by the leprous brotherhood of Ah Sin and Chow Lee. And, indeed, Sir Henry's choice could not well be otherwise. The latter-day prophet of Freetrade cannot grant Protection against Chinese labour and Chinese goods without so utterly sacrificing that gilded fiction which he terms his "principles" that no Calico Jemmy would ever vote for him again. Freetrade, as he has declared a hundred times, means free competition and the free interchange of commodities; and the Chinaman is the apotheosis of free competition, and the living embodiment of the principle which keeps Parkes out of the Benevolent Asylum. If the Mongol trader cannot come to New South Wales free, and trade freely within its borders, then, what in the name of Eternal Truth, is the meaning of Freetrade?

Again Sir Henry speaks:—

> I have always done my utmost to keep this fair country for the people who come from the three kingdoms, and I, more than any other man, have resisted the influx of the Chinese into the country. Not that I join in the senseless cry against these people as being so very inferior to us. On the contrary, I oppose them on account of their individual virtues. They are a law-abiding, industrious, prudent, plodding, careful people, and it is because they have these qualities that I fear their introduction here, seeing that behind them there are 400,000,000 of them.

In the face of these words, we ask again: "What is Freetrade?" According to Parkes' own showing, he objects to the Mongol—not on account of his immorality and his filth, not on account of the infection which clothes him like a garment of curses, or the opium which he introduces to steal away the white man's brains, or the brothels into which he lures children to their ruin, or the fantan and pak-a-piu dens where he defrauds and plunders his victims; but the representative Freetrader demands his expulsion in half-hearted phrase because of the abilities which make his competition felt in a land that takes free competition for its watchword—because he is eminently qualified to be a trader in the country which elected Parkes that he might make trade free to all the world, Chinamen and every other cheap-labour alien race included. Yet, if Freetrade New South Wales is to be protected against the Chinaman simply because he is a dangerous rival, then it must likewise be protected against the German and the Belgian, who possess all the virtues on account of which Parkes would drive the yellow man into the sea and shut out the 400,000,000 competitors of the Central Flowery Land, and the Englishman and the Scotchman, the American, the Frenchman, and the Italian, must all go for the same reason. The Apostle of Freetrade and of unlimited rivalry in the fields of industry proposes at one fell swoop to shut out the trade and the industries of one-third of the entire human race, and when he advocates such wholesale Protection as this there is no reason why he should not strain his elastic principles a little further and shut out the remaining two-thirds of the world's inhabitants as well.

But Parkes' reasons grow even weaker as he proceeds:—

> I want to keep Australia for Englishmen and Scotchmen and Irishmen. I want the people to be so thoroughly on an equality that they may all stand shoulder to shoulder as Australian citizens; and one reason why I am opposed to the introduction of the Chinese or any inferior race is that I only want people here who can stand on a common ground of equality. (Cheers) When I see a man advocating the introduction of the Chinese I am always inclined to ask him if he would like to have a Chinaman to marry his daughter. (Hear, hear, and laughter.) I want no man here who cannot enjoy our rights or intermarry with the rest of the population.

Surely such Protection as this no man ever heard of before. The Frenchman, the German, and the American, according to Parkes, are not good enough to tread Australian soil and to compete with the Australian in his own land, yet the principle to which the ancient political sham owes his elevation and almost his existence declares that these same outcasts may compete with the Australian to any extent in their own factories and workshops. They may take the bread out of the mouth of the colonial workman, but they must not come between the wind and his nobility; their goods are welcomed, but their presence is declared to be intolerable; the articles which they make are sold in the colonial markets, but the men who make them are so much lower and meaner than their productions that they are warned off these shores. They are to be treated as being on a level with the Chinaman who may not marry our sisters and our daughters—and here we pause to ask why in the name of Freetrade the Mongol may *not* marry Parkes' aunt should he and she feel so inclined? The very essence of Freetrade is free competition in the marts of industry, and how can the competition, which is so commendable in the factory and the workshop, become a thing to be avoided with loathing at the altar? Every theory and axiom of Freetrade declares that all the world—Chinamen included—may struggle with the white Australian for the wages on which his wife's support depends, and why, then, should all the world not compete fairly and honestly for the possession of the lady herself? Let the Chinaman marry Parkes' maiden aunt if he and she are so inclined. Freetrade demands that he should be at liberty to do so, and for very shame the Brummagem renegade dare not turn traitor so soon to his new faith.

It is impossible for Parkes to head an anti-Chinese crusade. His faith forbids him, even as the hereditary creed of the pawnshop forbids the Threeball Abigail to touch pork. The Freetrader cannot afford to establish Protection against the Chinaman and his industries; the old Mongol curse has been merely resurrected as a possible weapon in a future election; "the Chinese must go" is the war-whoop of the future, but the Chinese will *not* go so long as Parkes can gain a single vote on this moth-eaten battle-cry, for the sufficient reason that when they are gone the cry will have had its day and its service will be ended. The New South Wales Freetrade Orangemen and the Mongol are brothers by nature, and a yellow fleeing makes them wondrous kind. The yellow flig is a power in the land, and under its shelter the Asiatic has come to stay. His house is built upon the rock of Freetrade, and until Protection becomes the creed of New South Wales his position is, at least, theoretically, invulnerable. He is the emblem of a boasted creed; but outward symbol of the most widely advertised of modern shams the visible image of a huge political lie; and the divinity which hedges him in is greater than that which environs a king. Knowing this, the Mongol is content. He has come to grow up with the country, and New South Wales must get rid of Ah Sin and Ah Parkes together if the incubus is ever to be really shaken off.—*Sydney Bulletin.*

THE AIM OF RUSSIA'S ADVANCE IN ASIA.

THE CONQUEST OF CHINA.

About three hundred years ago the Russian family of Stroganoff, to which the Tsar had granted lands on both sides of the Ural mountains, called the Cossack chieftain Yemiak Timofeyeff to his assistance and began the conquest of Northern Asia. In the short space of eighty years they and their successors had swept over the whole of the vast region extending from the plateau of Pamir to the Arctic ocean.

Prior to the beginning of that conquest, far back in the past, Central Asia had been the home and breeding-ground of the hordes which so frequently overran Eastern and Northern Europe, and at times threatened to stamp out the last vestige of their civilization. It was in that almost *illimitable region that Attila, Ghengis,* Tamerlane, Amurath, and Bajazet gathered their savage followers, and, driving their flocks and herds before them, beat with a fury born of poverty and hunger against the borders of Christendom. But now the human tide sets strongly in the other direction, as if to overflow and subjugate the whole of Asia. The humanity of Europe has by its rapid increase, and by the development of a marvellous civilization, become the dominant power of the earth, while Asia has stood still or gone backward in all that constitutes aggressive strength.

The population of Central Asia is perhaps as great now as ever, but as our knowledge of the tribes and nations increases we are amazed to find that they comprise relatively such a small part of the human race. That of Siberia is increasing rapidly from immigration as well as from natural causes, in 1870 it amounted to 3,500,000, but just what it is at present cannot be accurately stated. The recent discovery of placer gold mines on the Amoor river and the deportation of a large number of political prisoners, many of whom are followed by their families from Russia, have greatly increased the population, but it can hardly exceed 6,000,000 at the present time. As the area of that country is 5,800,000 square miles, it will be seen that the average is only a little more than one to the square mile.

But Siberia must not be confounded with Turkestan, the region lying south of it, between the Caspian sea and Thibet, and comprising the khanates of Khiva, Bokhara, Khokhan, Badakhshan, Balkh, Merv, Samarcand, Tashkend and Kashgar, besides a number of smaller provinces, containing altogether about 900,000 square miles of territory and a population variously estimated at from three to eight millions, but probably not exceeding five, all of which have been brought under Russian sway within the last twenty-five years.

The conquest of these khanates, like that of the tribes north of them, was made with great rapidity, but with much more difficulty, and at a vastly greater expense of men and money. The military operations have been carried on with great vigor and ability and have afforded a most excellent school of practice for both the generals and the rank and file of the Russian army.

So far, however, as can be discovered by outsiders, neither the conquest of Siberia nor that of Turkestan was made in pursuance of any preconceived plan or policy on the part of the Russian Tsars for territorial acquisition, but rather for the purpose of securing from time to time a more peaceful and easily defended frontier. The Turkomans have always been bold and aggressive defenders of their own territory, and anything but agreeable neighbors to the Russians. Consequently a state of constant war has existed for years on the frontier, and the Russian Generals have been compelled, without reference to orders from St. Petersburg, to go forward with the work of conquest as the only possible means of maintaining their advanced positions. They have at last made a clean job of it. Khanate after khanate has fallen, till now the boundaries of Russia in Asia are conterminous with those of Turkey, Persia, Afghanistan, British India and the Chinese empire. They extend in an unbroken line from the Black Sea to the Sea of Japan, and include an area of 5,700,000 square miles and a population roughly estimated at 11,000,000 souls. And notwithstanding the diversity of language, race and religion, this population is everywhere agreed in the opinion that Russian rule, however arbitrary, is a great improvement upon that which it has superseded. Trade has followed rapidly in the rear of the Russian advance, the chiefs have been conciliated, their sons have been sent to Russia to be educated and returned as Russian officers and exemplars of Russian civilization, stable governments have been established, the people have been protected, and justice is everywhere impartially though, of course, rudely administered.

This wonderful conquest of half a continent, although made without design, is thus becoming consolidated with the Russian empire in the most rapid and complete manner, and must perforce beget a far-reaching and comprehensive policy on the part of the Tsar's Government, not only for its defence, but for its further extension.

A railroad has been already opened from Ekaterinburg toward Tobolsk and Tomsk, and is fast reaching out toward Lake Baikal and the far East, while another is being pushed out from the Caspian Sea, through khanates and deserts, and across the Oxus or Syr-Darya. It has already been opened 600 miles to Merv, and before the close of the present year will probably reach Bokhara and Samarcand. Sweeping northeastward from the latter place, it is destined in a few years to reach Kuldja with one branch, while another, joining with the road from Ekaterinburg, will continue around the Chinese border to Kiachta, and ultimately to Peking, or down the valley of the Yellow River to the sea.

The completed portion of this railroad approaches so closely to the Afghan frontier as to cause the gravest apprehensions in the English mind that the Russians mean to use it for the purpose of taking Herat and making it the base of operations against British India. It is of course possible that this fear may be well founded, but a brief consideration of the facts already recited and of the present situation of India and China will justify a far different conclusion.

British India contains a dense population of 250,000,000 souls, ruled over by a vigorous English Viceroy, controlling a large and increasing revenue and supported by a well-organized and ably commanded army of 75,000 Europeans and as many natives, both of which are capable of indefinite expansion. It has an extensive system of railways especially located for military uses and a natural boundary which it would be difficult if not impossible for any hostile power to break through. While it cannot be claimed that the conquerers have conciliated the native population or consolidated the various castes and classes in support of British rule, it is almost certain that they will in the hour of need be able to control the population and resources of the country with a fair degree of efficiency, if not of unanimity, for the defence of the empire.

If Russia, advancing from the north, thinks she will find it an easy task to wrest India from British rule, she makes a grave mistake, and will surely meet with disappointment, if not with an overwhelming disaster.

It does not yet seem possible for the Russians to draw the troops and supplies by rail from Europe to the Afghan frontier for a successful campaign against India; and it will necessarily be many years before they can organize, move, and supply a sufficient re-inforcement of Turkomans to seriously venture upon such an undertaking. Considering the aridity of Turkestan, the thinness of its population, and the vast distances to be overcome, all of which is better known to the Russian generals who command in that region than to any one else, the suggestion of a serious design for the conquest of India may fairly be dismissed as based upon fear rather than upon real danger. It appears to be very much more likely, as suggested by General Wilson in his recent work upon China, that the conquest of the last mentioned country, or of an important part of it, will be the object at which Russia will aim, or toward which she will be irresistibly and perhaps unconsciously impelled by her paramount and permanent interests.

It will be remembered that the Russian and Chinese empires are contiguous for over 3000 miles, and that in many places they are only separated by an imaginary line; that Russia has already taken possession of vast regions of Central Asia and in the valley of the Amoor, which were once under the undisputed control of the Chinese Emperor; that she has no seaports which remain open during winter; that the Amoor is navigable half the year for many hundred miles by steamboats; that, by all accounts, its valley is capable of supporting a very large population, such as is now rapidly pouring in from Siberia and Russia; that the completion of the railroads now under construction will greatly facilitate the movement of population as well as of troops and supplies from Europe, and finally, that through all these agencies it is certain that before the end of many years the Russians will have created on the Amoor river a prosperous and powerful outlying dependency admirably adapted as a base for the invasion and conquest of China. It is also evident that the very greatness of this dependency and its need for ocean commerce will impel it to seek an outlet by rail to the Pacific ocean, since the severity of winter will shut up the river and all of the Siberian ports for five or six months yearly.

And now as to the capacity of China to resist such an invasion. In considering this question it is proper to call attention to the fact that China has been conquered and held, twice within the historic period, for several hundred years by people from Central and Northern Asia, first by the Mongol Tartars under Kubla Khan, and secondly by the Manchu Tartars under Tienming. The descendants of the latter have been on the throne of China for something more than 200 years. Their Government is now, as it always has been, a Government of conquest, and yet, so far as history shows, there has never been a time when there were over two millions of either Mongols or Manchus. When it is considered that they have, independently and at different times, held absolute and unlimited sway over the entire Chinese race, which is now estimated at from 300,000,000 to 500,000,000 souls, the possibility of the subjugation of the latter by the Russian empire becomes more evident.

But this is not all. China was practically conquered by the English and French allied army of 1850, and, while it claims to have repelled the French in 1882, it is an incontestable fact that the latter have made good their hold upon Tonquin, and regard themselves as having gained the fruits of a substantial victory. It is true that the Chinese have bought a few ironclad ships and are organizing a navy. It is also true that they have employed a few European drillmasters, and are making desultory efforts to organize an army on the modern basis, but so far they have neither administration, staff, nor instructed generals, and, according to the opinion of travellers, competent to judge, they are utterly unprepared for war with even the smallest European power, and must fall before the first one which seriously attempts their subjugation. They have, to be sure, an inexhaustible supply of men, but the more of them they place in battle array the more of them there will be for a foreign army well organized and armed to kill. The country being poverty-stricken beyond any European example, without means of transport, and its Government without vigor, successful resistance to a power like Russia, advancing from both land and sea, must be simply impossible, so long as the present condition of affairs continues. And the present condition of affairs cannot change until the reigning dynasty gives way to one sufficiently enlightened and strong to inaugurate reform and introduce the appliances of modern civilization, which are the only means of saving the country from ruin and dismemberment.

Russia has shown herself to be thoroughly organized for Asiatic conquest, and conquest has become a habit of her rulers. They know how to deal with the questions that arise, and how to govern those whom they subjugate. They are not over-nice in questions of policy, and make but little scruple in taking what they want, or what they think will be useful in connection with what they already have. They thoroughly understand the Chinese, and the value of China and its undeveloped resources. They know perfectly well that they must go to the south side of the Shantung promontory for the purpose of reaching a port which is open all the year through, and that in order to do this they must occupy the valley of the Hoang-ho or Yellow river.

Of course, they cannot well carry out such a policy without the concurrence of England, the other great Asiatic power, but it is hardly to be doubted that England will give her consent if she is treated fairly about it, and at the same time encouraged to occupy the valley of the Yangtse-kiang and the provinces south of it.

According to all precedent, she will be glad enough to be relieved at such a price, and with such a substantial reward from the perpetual menace to her Indian possessions. Those who have read the history of her conquests, and of her aggressive policy toward Oriental countries, will regard it as extremely improbable that she will long hesitate, with proper invitation and as opportunity offers, to extend her "beneficent sway" over Southern China, step by step, as her great rival extends hers over Northern China.

The more the facts are studied the more clearly they indicate that the manifest destiny of Asia is to be divided and dominated by Russia and England.—*New York Sun.*

An Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

To-Day's Advertisements.

FOR SALE AT A MODERATE PRICE.

ONE IRON FRAME FULL TRICHORD PIANO, by WALTER VILLIES LUCK, London, in handsome Walnut case, and in good order.

Apply to W. REYNELL,
No. 137, Wanchai East, Hongkong.
Hongkong, 5th May, 1888. [477

To-Day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Talbot, will be despatched for the above Ports, on TUESDAY, the 8th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 5th May, 1888. [471

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamer

"DEVAWONGSE,"

Captain P. H. Loff, will be despatched for the above Ports, on WEDNESDAY, the 9th inst., 11 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 5th May, 1888. [473

FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain Marquez, will be despatched as above on WEDNESDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 5th May, 1888. [474

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"MONMOUTHSHIRE,"

Cuming, Commander, will be despatched for the above Ports, on the 11th inst.

This Steamer has superior Passenger accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th May, 1888. [475

NOTICE TO CONSIGNEES.

STEAMSHIP "ZAMBESI," FROM KOBE.

CONSIGNEES of Cargo are hereby notified that the balance of the Cargo undelivered ex Steamer's side is now being landed at their risk and expense into the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, and unprotected by Fire Insurance.

ADAMSON, BELL & Co.,
Agents.
Hongkong 4th May, 1888 [472

VALUABLE LEASEHOLD PROPERTY TO BE SOLD AT KOWLOON.

MR. J. M. ARMSTRONG has received instructions to sell by Public Auction, on

SATURDAY,

the 12th May instant, at 3.30 O'CLOCK P.M., At the Premises,

ALL THOSE PIECES OF GROUND situate at Kowloon Point to be registered in the Land Office as KOWLOON INLAND LOTS Nos. 528, 529, 530, 531, 532, 533, 534, and 535.

The Lots average over 200 feet in depth and have a frontage of 50 feet to Kimberly Road which is to be widened by Government to 50 feet, they are all high Ground near the observatory well situate as building sites especially for Villa residences commanding pleasant and extensive views.

The Property will be sold in 8 Lots.

The Vendor reserves to himself the right to all buildings and building materials on the Lots.

For Plans, Particulars and Conditions of sale, apply to

HENRY J. HOLMES,
Solicitor for the Vendor,
or to
THE AUCTIONEER.
Hongkong, 5th May, 1888. [476

Notices of Firms.

NOTICE.

MR. BONIFACIO I. D'AQUINO has This Day been admitted a PARTNER in the WONG-NEY-CHONG DAIRY FARM.

V. DANENBERG.
Hongkong, 28th April, 1888. [452

NOTICE.

MR. M. GROTE has this day been admitted a PARTNER in our Firm.

CHATER & VERNON,
Hongkong, 1st January, 1888. [53

Auctions.

PUBLIC AUCTION.

UNDER instructions received from the Mortgagees Mr. H. N. MODY will Sell by Public Auction, on

THURSDAY,

the 17th May, 1888, at 4 O'CLOCK P.M., At the Premises.

ALL THAT VALUABLE PIECE of GROUND situate at BELCHERS BAY, LAP SAP WAN, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet on the South side thereof on portion of INLAND LOT No. 905 and measuring thereon 300 feet on the East on Davies Street and measuring thereon 200 feet and on the West on Cadogan Street and measuring thereon 200 feet containing in the whole 40,000 square feet and registered in the Land Office as SECTION A of INLAND LOT No. 905. Together with the Furnace workshops and buildings thereon lately used and occupied by the HONGKONG AND MACAO GLASS MANUFACTURING COMPANY as they now stand and which said Piece of Ground is held for the residue of a term of 999 years, subject to the annual Crown Rent of $528.57.

The property will be offered for sale in One Lot.

For further particulars and conditions of sale, apply to

WOTTON & DEACON,
Solicitors,
35, Queen's Road,
or to
H. N. MODY,
Auctioneer,
Victoria Buildings,
Queen's Road.
Hongkong, 25th April, 1888. [448

Auctions.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

TO be SOLD by PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM KWAN SHI *v.* YAU MI HO, No. 42 of 1878, with the approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG the person appointed by the said Court upon the respective Premises on the days hereinafter mentioned, viz.:—

THURSDAY,

the 10th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

IN FIVE LOTS the VERY VALUABLE BLOCK of BUILDINGS situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section B of MARINE LOT No. 4, and in the best and most Central Chinese business portion of the City and with frontages to three important Public Streets viz.:—Bonham Strand, Wing Lok Street and Cross Street and comprising:—Nos. 1 and 2 Cross Street and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Strand. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

ON

FRIDAY,

the 11th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

IN SIX LOTS the VALUABLE PROPERTY situate on INLAND LOT No. 295D in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road and 1, 2, 3, and 4, Ng Kwai Fong, also the three storied house No. 132, Hollywood Road situate on the Remaining Portion of Inland Lot No. 384 and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 212C and the Remaining Portion of Inland Lot No. 212B.

ON

SATURDAY,

the 12th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

IN ONE LOT a PIECE of VACANT GROUND registered as INLAND LOT No. 472 and situate at Bowrington between Matheson and Percival Streets and suitable for the erection of Kerosine Godowns.

The sale plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors and at Mr. J. M. ARMSTRONG, the Auctioneer.

Particulars and conditions of sale may be obtained on application at the offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. EWENS, Solicitor, Hongkong, of Mr. WEBBER, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

The sale has been POSTPONED for a week owing to the inclement weather.

Dated this 3rd day of May, 1888.

ALFRED G. WISE,
Acting Registrar of the Supreme Court.
403]

Intimations.

GOVERNMENT NOTIFICATION.

A WARDMASTER is required at the GOVERNMENT CIVIL HOSPITAL. Emoluments of the office $50 PER MONTH, rising by annual increments of $5 to $60, with uniform, furnished quarters, fuel, and light.

Applications with testimonials to be forwarded to the COLONIAL SURGEON not later than the 21st instant, at the GOVERNMENT CIVIL HOSPITAL.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 2nd May, 1888. [416

WANTED.

A SURGEON for the British steamship "ZAMBESI."

Apply to

ADAMSON, BELL & Co.,
Agents,
Canadian Pacific Line.
Hongkong, 2nd May, 1888. [460

WANTED.

AN ENGLISH NURSE to take care of Children in Hongkong.

Apply to

E.,
c/o *Hongkong Telegraph.*
Hongkong, 2nd May, 1888. [459

HONGKONG PUBLIC SCHOOL.

THE MIDSUMMER TERM will Commence on MONDAY, the 7th instant, at 9 A.M. New Pupils will be entered on SATURDAY, the 5th instant, at 10 A.M.

C. J. BATEMAN,
Head Master.
Hongkong, 4th May, 1888. [470

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Company will be held at the HONGKONG DISPENSARY, on MONDAY, the 14th day of May next, at 3 O'CLOCK in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 31st December, 1887.

The REGISTER of SHARES will be CLOSED from SATURDAY, the 5th instant, till MONDAY, the 14th instant, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT,
Acting Secretary.
Hongkong, 3rd May, 1888. [467

NOTICE.

THE WONG-NEY-CHONG DAIRY FARM having received by the steamer *Changsha* a supply of MILCH COWS from Newcastle, Australia, is now prepared to supply the General Public with PURE COW'S MILK (guaranteed) at 9 cents per ordinary pint (reputed), deliverable to order, anywhere within the Colony, between 6 A.M. and 10 A.M.

Orders sent direct for WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANENBERG, R.H.M. Naval Yard, will be promptly attended to.

Hongkong, 28th April, 1888. [448

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March 1888. [5

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 5, 1888.

THE Chinese authorities, when in financial straits, can always raise the wind by the sale of official rank. As in most European countries, so it is amongst the level-headed sons of Han. Honorary rank, mandarins' buttons, and other gewgaws, which cost the Government nothing, will invariably produce a large revenue. And it is to the credit of the advisers of the Emperor that in most cases where wide-spread distress exists in the country, this useful expedient is so frequently resorted to. Some time ago we announced that offices had been opened in certain of the Northern provinces for the sale of these honorary decorations, the proceeds to be devoted to the Yellow River Relief Fund; and the results have proved so satisfactory that we would suggest to the Honorable ALFRED LISTER, Colonial Treasurer, Postmaster General, *et cetera*, that he would be doing Hongkong a great service if he could induce the Government to open a shop in the colony for the sale of C.M.G.-ships, and other official trumpery of a similar description. Hongkong possesses "a depleted Treasury"—the phrase is not ours, it is dear ALFRED'S—, and as a very large number of important public works have yet to be carried out, and in view of the facts that the general taxation throughout the colony is already so excessive as to be quite a burden to all but the wealthiest classes, and that we possess a most expensive Surveyor General of unequalled enterprise and surpassing genius, we submit that it would be much better to take a leaf out of the Chinese book than to laden with fresh impositions persons and industries that are already seriously overburdened. This is no joke on our part, but a sensible proposition that is worthy of very earnest consideration. Nor is our suggestion quite an original one, even in England. Students of history will remember that the Baronetage is an order of dignity (?) that was established by King JAMES I (douce man) on the purchase system, and even in these modern days a considerable number of persons occupying various positions in life have been ennobled or decorated in return for money expended. The Baroness BURDETT COUTTS is one living example, the gentleman who was Mr. THOMAS BRASSEY and is now known as Lord DE BRESCI is another, and there are many others that could be named whose money secured for them the titles and so-called honors they now possess. Probably the British Government would object to supply Hongkong with a varied assortment of peerages and baronetcies, but if our financial difficulties and necessities were thoroughly explained and proper representations made, we think that Lord 'DELIVER-US,' the lately ennobled Secretary of State for the Colonies, would see his way either to send out a bushel or two of Colonial knighthoods and C.M.G.-ships or to advise Her Most Gracious, to specially create a new decoration for "the Malta and Gibraltar of the East," to be disposed of to reputable citizens at a stated sum, the usual trade reduction being allowed to wholesale purchasers.

There is nothing more 'out of the way' in this suggestion than there is in the existing method of distributing dubious honors and gaudy decorations. The vast majority of the recipients of these distinctions are persons who have done nothing whatever to merit them. If the Grand Old Buffalo or the Most Noble the Antediluvian Antelope were to appear at any public ceremonial arrayed in the magnificent regalia of their respective orders they would be inordinately laughed at and voted fit subjects for a lunatic asylum; and yet there would be just as much sense, meaning, and justification in parading their finery as there can be in men who have never done a great or noteworthy act in the whole course of their lives covering their breasts with glittering orders at drawing-rooms, receptions, and other more or less silly functions. One can readily understand the significance of the Victoria Cross, representing as it does conspicuous gallantry on the field of battle; the military Order of the Bath is also a true distinction, being an emblem of distinguished or meritorious service to the country, but, almost without exception, the other chivalric (?) orders have just about as much meaning as the tinsel on a child's frock. We would not recommend that the bronze cross, the one grand ambition of every soldier, nor the Bath, which is alike the badge of the victorious commander and the successful statesman, should be offered for public sale to those who yearn for decorations of this sort; but all the others, from the high and mighty Garter down to the lowly gin-shop Michael and George, should be available to those who are ready and able to pay for them. An objection will, of course, be made that selling decorations would degrade them. We fail to see how this objection can be sustained. It would surely be quite as honorable to acquire a "distinction" by purchase as it is to receive it by family favor for doing nothing, or by a scandalous job! C.M.G-ships have been scattered broadcast, to suit political exigencies, amongst the riff-raff, convict-bred Judases of the Colonial parliaments of Australasia until it has become the jeer of the respectable classes, a meaningless toy that has frequently been refused with scorn and contempt. If it were the fact that decorations were only given in recognition of noteworthy services to the country, or for extraordinary merit, that would be a very strong argument against offering them for sale; but such is not the case, in fact it is the exception rather than the rule. Hundreds of cases could be adduced to support this contention. Can anything be more ridiculous to a thinking man who is not a slavish toady, than to see the Heir Apparent to the Throne, whose warlike experiences have been confined to witnessing a bruising encounter between JOHN L. SULLIVAN and some other equally low professional ruffian, appearing in public covered with all the military decorations of Europe! What is the true signification of such a burlesque? It is a hollow sham, and even less justified than the cases of the Grand Old Buffalo and the other dignitary referred to above. Viewing the matter from every point of view, it seems that very little can be said against selling decorations, while a great deal can be urged in favor of our proposal. The Order of the Boot-jack or the Wash-tub would be a luxury for the parvenu rich, and one for which they would not grudge to pay. Then let them have their "distinctions" by all means; the revenue derived from the business would greatly reduce the heavy taxation of the working classes, and in Hongkong would provide the funds for reclamation works and other improvements so urgently needed. The inducement should prove a great temptation to *cher* ALFRED and the local Government. The Yellow River Fund has been benefited from the sale of official rank during the past four months to the extent of taels 1,360,000, and the good work still goes merrily along. There are plenty of Hongkong citizens, Primrose leaguers and other noble representatives of shoddy, who would liberally patronise the decoration shop, with the result that in a few weeks the Colonial Treasurer would have his coffers filled to overflowing. This scheme is worth thinking over.

LOCAL AND GENERAL.

H.M.S. *Alacrity*, Commander R. C. Maconochie, left here this afternoon for Shanghai, whence she will proceed to Japan.

THE Ocean Steamship Co.'s steamer *Nestor*, from Liverpool, left Singapore yesterday for this port, and is due on the 10th inst.

IN Volapuk a young lady is called a *ji-pul*. This name is quite graceful enough for the object, if bustles are to remain in fashion.

WE are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glencagles*, from London, left Singapore for Hongkong this morning.

THE body of a Chinaman which did not appear to have been long in the water was picked up this morning near the Murry Pier, and conveyed to the Mortuary.

MESSRS. Russell & Co. inform us that the "Union" Line steamer *Metapedia*, from London, left Singapore for this port yesterday, and may be expected to arrive on the 11th inst.

AN Englishman has discovered the ancient porphyry quarries, where the Romans obtained the stones used in their famous buildings. The quarries are ninety-six miles from the Nile, and 3,650 feet above the level of the sea.

THE emancipating wave appears to be rolling bravely on in Brazil. A recent telegram from Rio Janeiro announces that "every morning brings the news of tens of liberatory acts, conferring freedom at once, or in one or two years upon units to hundreds of slaves. Thus, just before Christmas, the Ferreira family of Campinas engaged to give liberty to their 1,500 slaves at the end of this year; the planters of Tiete freed on Christmas 1,800 at once; in San Carlos do Pinhal, on the 29th, 1,540 were promised freedom at the end of this year; Sorocabo has liberated all of its 460 slaves and is now a free county, as has Indiatuba also its 300 remaining slaves. As for the lesser acts of emancipation, from 100 down, they are getting beyond record."

MDLLE. SCRIWANA-DESCHAMPS, says the Manila *Diario*, is staying at Manila awaiting the arrival of a French troupe from Cochin-China.

THE passage boat which was in collision yesterday in the Canton River has arrived in this harbour safe, though somewhat damaged.

THE agents (Messrs. Adamson, Bell & Co.) inform us that the "Shire" line steamship *Monmouthshire* left Singapore this morning, and may be expected here about the 11th inst.

THE corvette *Sapphire*, Capt. W. C. Kardake, having completed her repairs, came out of dock to-day, and will likely proceed North to join Admiral Salmon's squadron.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Antenor*, from Liverpool, left Singapore for this port on the afternoon of the 3rd inst., and is due on the 9th.

HE—The fact is, doctor, I can't sleep o' nights; have a pain in my chest and my stomach is all wrong. Doctor (feeling his pulse)—What is your business, sir? He—I am a broker and a big loser in —"Doctor—Never mind the balance. I understand your case thoroughly. Here, take this (slips a dollar into his hand) and go and get omething to eat.

By kind permission of Colonel Anderson and the officers of the 2nd Northamptonshire Regiment, the Regimental Band will play in the Public Gardens, to-morrow (Sunday), from 9 till 10 p.m. The following will be the programme:—

March	"Alexandra Palace"	Janssens.
Overture	"Fingal's Cave"	Mendelssohn.
Selection	"Il Seraglio"	Mozart.
Valse	"Sentiers Fleuris"	Waldteufel.
Selection	"Der Bettel Student"	Millöcker.

JOHN MORAN, Bandmaster.

Two junk masters were to-day charged before Mr. Sercombe-Smith with navigating in the harbour during the night of the 4th inst. without showing their lights, and afterwards anchoring without exhibiting a light in accordance with harbour regulations. The first defendant explained to the magistrate that he did not know why he was arrested, as he had a lamp burning, and the second culprit admitted the charge. He was fined $4 and the first defendant $2, which they paid.

THE *Courrier de Saigon* publishes the regulation lately framed by the Acting Governor-General for the election of a deputy for the Saigon district of French Indo-China. Every Frenchman, or French subject, is entitled to vote at any of the 23 electioneering centres: Saigon, Cholon, Cape St. James, Baclieu, Baria, Bentré Bienhoa, Cantho, Chandoc, Giadinh, Gocong, Hatien, Long-xuyen, Mytho, Rachgia, Jadec, Soc-trang, Tanau, Tayninh, Thudaumot, Travinh, Brih-long and Pulo-Condore.

THE following officers were invested at the Regular Convocation of United Chapter held on the 27th ulto.:—

M. E. Z.	M. E. Comp.		W. M. B. Arthur.
H.	E.	"	W. Goulbourn.
J.	E.	"	H. L. Stringer.
Treasurer		"	A. R. Madar.
Scribe E.		"	G. J. W. King.
" N.		"	J. R. Grimble.
P. S.		"	W. Baker.
1st Assit. S.		"	H. A. Sherazee.
2nd " S.		"	J. Johnston.
Janitor		"	J. Maxwell.

A COLOURED troupe acted an original Biblical play recently in the United States. Noah pranced around in a liver pad and striped socks, Abraham went through a step-dance in top-boots and an opera-hat, and another well-known gentleman, connected with the sulphur business, appeared in macintosh and with cow horns on his head. During the last act, the whisky circulated and a fight ensued. Abraham went home on a shutter, and Noah was called to order for using bad language unbefitting a gentleman of his age and well-known respectability. Satan passed the night on the kerb. When the curtain finally fell the refreshment-bar was wrecked and twelve windows broken. A public announcement in the papers notified that the performance would not be repeated.

THE *Courrier de Saigon* publishes one of the latest Parisian songs, with the inevitable Boulanger for its subject. It is founded upon the statement that the General visited Paris disguised in a pair of blue spectacles and a limp. Roughly, it runs as follows:—

Through the air which chills each chest,
Blind to all discomforts thick,
Heat, or cold, or wave, or mist,
Circling round,—see, on his stick
Leaning, limps an aged man
Weary, and lame, and lacking vim.

Salut!

Salut! Things are not what they seem
That cripple possibly is

(Chorus) *Him!*

Hiding behind his glasses blue
His myopic deformity
As through suburban avenue
Though in the ever-joyous City
See how he deftly picks his way
Led by his slack-reined old dog Tray!

Salut!

Salut! His sight looks far from dim,
It is! I'm nearly sure it's

(Chorus) *Him!*

THE following are the Orders of the Day for the Legislative Council to be held on Monday, the 7th inst., at 4 p.m.:—

1. Mr. MacEwen, pursuant to notice, will ask:—

(a.) The reason for delay in the completion of Victoria College: whether the Surveyor General can name a fixed date when the Building will be ready for occupation.

Presuming that the water will be supplied to the Town by next November, is there to be a new distribution for Fire extinguishing purposes, and, if so, by what date will it be completed? Is such distribution included in the present estimated cost of the Tytam Water Works? If not, what will the extra cost amount to?

(b.) What instructions the Government have received from the Colonial Office regarding the Public Health Bill which was passed by an official majority last session and suspended from operation pending the receipt of such instructions?

(c.) For a return of the number of destitute Women and Girls at present in the Colony under the protection of the Government, the return to show the number in charge of the Tung Wa Hospital Committee;

and

Call attention to the unsatisfactory nature of the arrangements at present in force for keeping and maintaining rescued Women and Girls; and move a resolution on the subject.

2. To resume Committee on the Bill entitled "The Coroner's Abolition Ordinance, 1888."

THE semi-finals for the Lawn Tennis Championship were played on the Cricket Ground this afternoon in the presence of His Excellency the Governor, General Cameron, and a large concourse of spectators, including a fair sprinkling of ladies. After a very interesting display, in which both men exhibited first-class form, Coxon beat Wallace in two consecutive sets, by 6 games to 3 in each set. Scanlan fairly outplayed J. C. Johnston, winning the first set by 6 to 2 and the second by 6 to love. Coxon and Scanlan are now left in for the final; which will be played on Monday afternoon.

"AN Old Sportsman" writes:—The *China Mail* has come out in a new line of business—as an authority on home racing. Here is the comment of the religious sporting oracle *re* the result of the Two Thousand Guineas:—"Friar's Balsam was, we believe, the general favorite, and as will be seen he was nowhere at the finish." All this is extremely sad, and so like the genius who "runs" the *Fish Wrapper*. Yes, my long-eared friend, your belief that Friar's Balsam was 'the general favorite'—if by that idiotic phrase you mean that he was backed at odds on against the field months ago—is perfectly accurate, and the fact that Ayrshire, Johnny Morgan and Orbit were placed in the order named is conclusive evidence that the slashing son of Hermit and Flower of Dorset was "nowhere" at the finish. But is that all you have to tell your one faithful reader, beloved brother? You have told us so very little, and even that little required no telling, as it was self-evident. Does not the fact of Orbit being third suggest to you something that probably explains why Friar's Balsam was "nowhere" at the finish? It does to me, "Brownie," and doubtless will to everyone who takes an interest in the matter. Orbit and Friar's Balsam are stable companions, and the Duke of Westminster had determined not to run the former if Sir Frederick Johnston's colt kept all right. What therefore is the natural inference to be drawn from the result of the Guineas? It looks very long odds that Friar's Balsam did not run, either in consequence of having broken down or, not being quite fit, his owners may have decided to keep him specially for the Derby.

MANSLAUGHTER IN THIRD STREET.

This morning an adjourned Coroner's inquest was held at the Magistracy touching the death of a farm labourer named Tsz Afuk who died on the 29th April from injuries received in being tied by the arms and beaten by two men, Sit Atien and his *foki*, who keep a boarding house in Third Street, some details of which were in our issue of the 3rd instant. Mr. Wodehouse, the Coroner, presided, and the jury were Messrs. H. G. Dowler, H. Mackenzie and S. V. Remedios. Mr. Dennys watched the case on behalf of the two accused men.

In the opening of the case Mr. Dennys requested that a friend of the deceased (a witness) should leave the Court, to which the Coroner immediately acquiesced. The first witness, Fook Loa, a farm labourer, said he knew the deceased who was his elder brother and lived with him in the same village, which he left about the 25th April. The village is named Coon Chung, and he left it of his own accord in order to get employment here as an earth coolie. A man named Lee Asin brought him to this colony—he went from here to bring him, specially. Witness arrived in this colony on the 30th April for the purpose of taking deceased back home. His father sent for him. On arriving in Hongkong, witness heard from some clansmen that his brother had been killed, and he saw his dead body; he was 42 years of age.

Tu Afuk:—I was a passenger in a junk which brought the deceased to this colony; he appeared to come willingly and said he was going to foreign parts; there were other two men on board who were going to the same shop in Hongkong as we were. We were not asked to pay for our board and lodging at the Tin Kee shop, which is in Third Street; it is a two-story house and has a cock-loft where many of us were put, along with the deceased. The two men who came with us in the junk were also there. We were about ten altogether, and could go in and out of the house as we pleased. Four of us who came in the junk were going to foreign parts; we were all willing to go; afterwards, the deceased was not willing; that was on the morning of the 28th. He changed his mind after being out and seeing some of his clansmen. A-tien was in the cockloft when deceased refused to go, and he said "You will know about it to-night and the ship will be ready to-morrow." That night after 9 p.m., they wanted deceased to pay for his board and lodging, and A tien came up to the loft and went into deceased's room, which was next to mine. There were five or six men in deceased's room about 10 o'clock that night. There was a light there and some men were smoking opium. I saw them go into the room, each one was carrying a pipe and then I saw no more. I heard them say "Are you going or not, as there is a ship going to-morrow"; then I heard deceased say "I will not go"; upon which they demanded the price of board and lodging. I then heard them threaten to beat him and also heard the sound of beating, though not on any particular part. A-tien and his *fokis* were beating him at first and afterwards some more *fokis*, who then came upstairs. Deceased was laid on a mat on the floor, and when I went in I found him crouching on the floor with his hands up to his head. The others in the room were sitting down looking on, and deceased was calling out. I ran in and caught hold of a pipe which a *foki* was beating him with and then one of them said he would get a rope and tie deceased up. A rope was brought in and given to a *foki*, of whom there were six or seven present, and they began to tie deceased up with his hands behind him. I said "Do not tie him like that, you will perhaps kill him"; I thought it might kill him by stopping the circulation; he had his face to the wall and was crying out. Three or four people with myself were then ordered by A-tien to go down below, and they had some tobacco and tea when the *fokis* came down; we could hear deceased crying out while we were downstairs; then I went to bed. After I had been in bed about an hour a man came and woke me up saying "I don't know whether this man is alive or dead; he is speechless." I went to the room and found A-tien and a *foki*, with the deceased, who was lying on the floor covered up with a mat; afterwards they brought him down to the lower floor, but A-tien was not there.

The Coroner asked Inspector Swanston what happened to deceased after being tied up.

Inspector Swanston:—I think he was left hanging there till he died; they poured water on the rope after it was tied, so as to make it tighter.

Witness continued:—After six the next morning I was awakened up, when I saw deceased lying on a mat on the first floor; he was quite dead, with his hands untied. At 8 o'clock we had our breakfast when Tim Kee asked us to go up into the cock-loft and he would send us some opium. I went up with A-sin, but I wanted to go out and take a walk to which A-sin objected; than we went up and remained there all day. A-tien used to come up and see if we were there; I wanted to go out in the street, but he would not allow me.

Tu-Afuk recalled said:—I do not know why they sent us down below to get a smoke and some tea;—perhaps it was because we were interfering. The man was not dead at that time for he could speak; I dont think that he was in a dying state. There were four of us ordered to go down, and on getting into the sitting room down stairs we found several people there sitting smoking. After that we went to sleep on *mats*, and before twelve o'clock a man came and woke me up. I should know that man again, he is a boarder. After seeing the body I came down again and slept till 6 o'clock when the body was then on the first floor at the back of the sitting room. I sat down at a table and had my breakfast amongst other people. A-tien was there but he did not say anything about the body, nor did I speak to him; afterwards I wanted to go out but he would not let me, he said the deceased is lying there, wait till all is finished. Then myself and A-sin went up into the cock loft and remained there all day smoking opium which was supplied to us. Deceased was taken away in a coffin, and when I came down stairs A-tien said, do not go out yet;—if you want to go to foreign parts I will get you a passage ticket. On the next day, the 30th, after breakfast, I went out to look for my friend, but not finding him, I returned, and did not go out again till after dinner, when I met a man in Queen's Road who asked me how long I had been in Hongkong, and who told me not to go to a foreign country, so I went to his house with him and did not return to the boarding house again. The deceased was in good health as far as I know; no money has been paid me in connexion with this affair.

Tse Wat Chi:—I am an undertaker; on Sunday, 29th ulto. a man came to me and bought a coffin for $4; it was sent to the Tin Kee shop at 53 Third Street. I know the man who paid for it.

Tam On:—I am an undertaker's coolie, employed by the last witness. On the 29th April at 12.30 I took a coffin to 53 Third Street. There was a body on the first floor in a back room covered with some white cloth. I put it in the coffin, and took it to Pok-fu-lum where I saw it buried. I remember Wednesday the 2nd inst. On that day I went to the grave again with the police and saw the body disinterred. I have since seen it buried again in the same place.

Inspector Swanston:—I produce an extract from the Registrar General's office signed by the Registrar General, which is a record of the death of the one Tsze Fuk, described as a coolie. Cause of death given as intermittent fever and reported by brother of the deceased living at 53 Third Street, and date of death 28th April. Tsze Fuk is not the name of the deceased in this case. Inspector Swanston then asked for an adjournment in order to find an important witness, whereupon the Coroner adjourned the proceedings till the 7th instant.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE CHINESE QUESTION IN AUSTRALIA.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Your evening contemporary the *China Mail* of the 3rd inst. contains a leading article anent the Chinese Question with regard to the Australian Colonies. To point out the whole of the inaccuracies in the above-mentioned article would be, plainly speaking, a matter well-nigh impossible. A few of the most flagrant errors, however, I cannot let pass without some comment. Among other unaccountable facts, the public are told that the Chinese in Port Darwin have monopolised the retail trade of the place, which is totally untrue, as, with the ordinary run of store goods, there is absolutely no competition between the English and Chinese shopkeepers in that town. "An agitator M. (presumably Mr.) V. L. Solomon was sent practically to "stump" the continent against the Chinese, and, as the result of his labours, and of the petitions that were sent to the Government of South Australia, the £10 poll-tax was extended to the Northern Territory." In the first place, Mr. Solomon's policy in lecturing against the Chinese was hardly that of an agitator; in the second place he was not "sent" anywhere, but spoke to crowded and appreciative audiences, in aid of charities, simply on his own account; and thirdly the £10 poll tax "as a result, of his labours" was to all intents and purposes imposed before he left Palmerston. The *China Mail*, not content with sowing broadcast a number of perfectly idiotic misstatements, which prove that the writer of the article in question knows as much about the Australian Colonies as he does about picking oakum, says that the Colonial Government, "under pressure from the mob", have acted in disregard of all treaties. "Under pressure from the mob" is a good idea, when we consider the mob as representative Australia, and containing upwards of 1,500,000 people, who have their Governments hand in hand with them on this question. But the concluding part of the sentence is a veritable Chinese puzzle. The scribe says that the Colonial Governments "have acted in such a manner *as responsible Governments would never dream of doing*." I must ask you, Mr. Editor, to try and shed some light on these lines, if not for the credit of the *China Mail*, at least for the laudable purpose of proving, in some manner, that the man who does leading articles for that "weighty organ" is not quite off his head.

"The Premier of Australia," that your contemporary quotes, I can see from the utterances of that venerable politician, is meant for Sir Henry Parkes, of New South Wales. This gentleman, a periodical insolvent, and a schemer and turncoat of the worst type, has had his day, and, since the time that he kept a toy shop in Sydney and beguiled shilling pieces out of little boys in exchange for tin trumpets and rattles, till the present day, he has in some way managed to get backers. His attitude on the Chinese Question, however, has left him stripped of all support, and in a very short time his familiar form will be missing both from the political arena, which he has so long disgraced, and from the pages of the *Bulletin*, which he has so long filled.

The speech of Mr. Nihian Melville, of New South Wales, which I noticed in your issue of yesterday, is, I can assure you, only a type of what all Australians think concerning the Chinese question, and notwithstanding the empty barking of the *China Mail* when it bewails the "selfishness" of the "Australian larrikin element," and its pitiable plea to Colonials and the world generally on behalf of the Chinese, Colonials must and will have their own way in the matter. Hoping that I have not occupied too much of your space

I am, Sir, &c.,

"SARC."

Hongkong, 4th May, 1888.

A TRIP TO TIEN DONG.

(*Specially written for "The Hongkong Telegraph."*)

Before the Summer "sets in with its usual severity" there are sure to be many people in Hongkong who would enjoy making a trip into real China, and at the same time getting a certain amount of refreshing breezes. Notwithstanding a vivid recollection of how lovely Hongkong looked on a certain night of April, may I recommend an expedition to Ningpo of the wondrous carvings, and the far-famed Buddhist Monastery of Tien Dong? Ningpo is only a night's steam from Shanghai, return tickets are obtainable at fifteen dollars, and, arrived there, if at all pressed for time, you get into your house-boat at night, and in the morning there you are right away in the heart of the Chinese country, in the particularly friendly Province of Chekiang, whose specialty seems to be fest houses and ancestral halls. There is another specialty: a slight attempt there is made at decency. It is the only part of China where I have found any. And the result is so comical, that the most prudish traveller could not fail to be at least inwardly amused by it. A sedan chair for the sum of one dollar will take you to the Monastery, between five and six miles off, along a picturesque but very hard road, and back again. Once there you may stay in one of the spacious guest-rooms, entertained by the priests for a very small sum per diem, or wander about in the bamboo groves, or study the true character of Buddhism, now so fashionable a religion for *blasé* Londoners. In May the azaleas are said to colour the hillsides in banks of yellow, pink, and mauve. When we were there in April this was hardly the case yet, but the yellow azaleas were only coming in. Nor had the yellow irises come out. Another iris, however, like the fleur de lis, carpeted the ground just outside the Temple, and the wisteria had tossed its beautiful, scented blossoms over the walls or to the fir trees, and generally everywhere, making the air very sweet with its perfume. There is a long, long avenue of fir trees, and several *Tingchers*, or entrance pavilions, and two lake-like ponds on the way up are specially beautiful, reflecting as they do such fine old trees growing all round. Some of these trees have little shrines erected on them as if to Dryads. We met hundreds and hundreds of people coming back as we went out. They were mostly women, in their best attire. But as a rule, from each family went one man to take care of his female relations, looking very much as if he were taking out a whole seraglio. But probably they were his "sisters and his cousins and his aunts." The clothes-basket-like sedan in which most of the country people are carried has a very comical effect till you are used to it.

It was too early in the season for the great tubs of herb tea—a most refreshing tonic—to be put out in the rest houses. These are daily filled in Summer by the charity of rich philanthropists, by whom also are placed at intervals the huge blocks of stone standing on end, on which the weary wayfarer can rest his load. Chinese philanthropy always seems especially practical. And many a man, whose shoulders were breaking down under his burden would be unable even to relieve himself of it for a rest, were it not for these stones, for many of the men carry burdens much too heavy to lift back on to their shoulders unaided, if once set down on the ground.

I sometimes wish English charity would take a similarly practical form. Why should not the teetotal societies provide free Apollinaris at all railway stations in August? Why should not shelters, with the means for making a fire, be erected on the Yorkshire moors, and throughout the lake district? Why should not the missionaries preach away the Club bars, before starting off up country to convert the Chinese! Any man who had done so might be considered to have proved that he had persuasive powers, and his Society need not think it was wasting its money in paying his fare up country.

Our missionary might even be expected to convert a Buddhist priest. There are 200 of these at Tien Dong. They do not look like men very open to conviction, but they are friendly, merry fellows,—in their ash-coloured cotton gowns, with a sort of cope made of little oblong bits of red silk carefully sewn together with the white edges shewing, and fastened over one shoulder. There is a Temple to the Lord of Heaven, of whom there is a most unspiritual-looking figure over the altar, with a large stomach and every sign of gratified appetite in his fat, hanging cheeks and half-closed laughing eyes. There is also a Temple beyond to Buddha, a far nobler type, whether imaged as *bonito*, or as Rejoicing, or as himself. There are three figures of him in the Temple over his altar, and behind it a figure of his mother,—Saliga-Mouni's mother, as they call her, not giving her son any other name but that of his exaltation. There were worshippers going round, kneeling, and knocking their foreheads on the ground, or waving the joss-sticks before each statued disciple in turn. The priests were chanting very monotonously a service specially ordered by a Mandarin as a thanksgiving for his recent promotion in office.

The captain of a Chinese gunboat was wandering round in a very handsome blue crape jacket. We got talking with him, and he asked if we would not like to go and see the chief priest, a friend of his. We accepted, and were conducted into an inner court, where the captain said there was a most beautiful flower we must see. It was a peony bush in full blossom, pale plush colour. A literary mandarin, with a most insolent expression, and a long-figured cream satin gown, stalked in with us, and, without being asked by anyone, at once took the seat of honour, and lounged on the dais scowling at the foreigners. He could not speak English; the captain was fluent, so also was a most genial Ningpo merchant, who at once came forward on the round table being covered with excellent sweets, and most fragrant, delicate green tea. The merchant sat down with us, so did the captain, who politely believed it was no use offering an English lady a pipe. The chief priest was very pressing with his sweets and tea, but did not seem to have much further conversation. Even the literary mandarin relaxed when I had to sit down with my back to him, and apologised. He smiled graciously on being smiled upon. But he would not sit down except in the place of honour, and soon got up and marched away, sending presently a messenger to fetch away his friend the captain. The Ningpo merchant explained how he came out to spend a week or so two or three times a year at the Monastery, how this was his son's little daughter, this his daughter's daughter. His grandson, in a wonderfully sweet velvet coat, insisted that we must come and see the great bell with its rich tone, and must eat our luncheon in a certain delightful spot he knew of. We proved rebellious; a bamboo grove with its fresh breeze enticed us.

Many a pleasant day might be spent at Tien Dong. But as we came away we paused to chat with an American family just arriving, and on our way back, going into another Temple, where we spent about three minutes, we saw the same family returning. So that is another way of seeing Tien Dong. During the day to be spent at Ningpo, for the steamers as a rule arrive in early morning, there are exquisite wood carvings to be bought; they are stained black, which prevents their soiling, and does not block up the fine carving as varnish does. There are the pawnbrokers' shops to be ransacked for embroideries in the fine old red stitch. There is the fascinating sweet shop, Fortnum and Mason's, as the English colony will

The Hongkong Telegraph.

N°. 1921. SATURDAY, MAY 5, 1888. SIX DOLLARS PER QUARTER.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager.
10} HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 3,900,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. ROTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.
E. LAYTON, Esq. | N. A. SIEBS, Esq.
Hon. A. P. MCEWEN. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.

MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 25th April, 1888. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.
3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.
5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st September, 1887. [9

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, 25th August, 1887. [25

Intimations.

LANE, CRAWFORD & CO.

NEW GOODS.

FLEUSS' PATENT HAND ICE MAKING MACHINE.
AMERICAN ICE CREAM FREEZERS.
HINKS' DUPLEX CHANDELIER LAMPS.
BELGIC 60 CANDLE POWER HANGING LAMPS.

COFFEE MACHINES. | COFFEE ROASTERS.
GARDEN SYRINGES. | COCKROACH TRAPS.
AGATE COOKING UTENSILS. | VEGETABLE STRAINERS.
LEMON SQUEEZERS. | RAIN COATS.
RUBBER SEA BOOTS. | DESSERT SET.

SMITH'S GLASGOW TOBACCOS.

LANE, CRAWFORD & Co.

Hongkong, 28th April, 1888. [29

W. BREWER

HAS JUST RECEIVED.

HUTTON'S Engineer's Handbook.
Seaton's " "
Reed's " "
Jameson's " "
Wood's Steam Engine Indicator.
Hint's to Seagoing Engineers.
Steam Yachts and Launches.
Macgregor's Engineer's Almanack.
Commander Martin's Navigation and Nautical Astronomy.
Leckie's Wrinkles in Navigation.
Lounde's of Law of General Average.
Handbook of Volupuk.
New Exchange Tables 2/8 to 3/2.
" " " 2/8 to 3/1.
Chamber's Encyclopædia, new ed.
" Library Dictionary à Call.
Vulcanite Set Squares and T Squares.
Renshaw Tennis Bats.
Demon " "
Meerchaum Pipes Cigar and Cigarette Holders.
Pocket Books and Card Cases.
Photograph Frames and Albums in great variety.
Ladies' Handbags in new designs.
The New Wicker Workbasket lined Satin.
Mathematical Instruments in great variety.
New Sketches Framed and Unframed.
Handsome Feather Fans.
" Handpainted Silk Fans.
European Account Books.
Blotting Pads.
Large quantities of Cheap Literature.
New Songs!
New Dance Music.

W. BREWER, UNDER HONGKONG HOTEL. [100
Hongkong, 23rd April 1888

ROSE & CO.

HAVE RECEIVED

AND ARE SHOWING A CHOICE ASSORTMENT OF

MATERIALS FOR LADIES' AND CHILDREN'S
SPRING AND SUMMER DRESSES,

IN NEW DESIGNS.

Also,

A LARGE STOCK OF LADIES' AND CHILDREN'S STRAW HATS,
THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.
37 & 39, QUEEN'S ROAD, HONGKONG.
Hongkong, 7th April, 1888 [40

KELLY & WALSH, LD.

HAVE JUST RECEIVED A NEW STOCK OF

BRINSMEAD'S PIANOS

INCLUDING A MAGNIFICENT FULL-SIZE CONCERT GRAND in Solid Mahogany, with all the latest improvements, the chief features of which are the Patent Perfect Check Repeater Action, Sostenente Sounding Board, Sympathetic bridges of reverberation, triplex scales, tone-sustaining pedal, and the new patent Tuning Apparatus.

To meet the demand for a really good instrument at a reasonable cost, Messrs. BRINSMEAD have specially constructed, to our Order, an Upright Trichord Mahogany Piano, warranted to stand the climate, with which we give a written guarantee. The price for Cash is $350, or on the Two Years Hire and Purchase System $15.50 per month.

PIANOS ON HIRE.

TWO OF BRINSMEADS' SEMI-GRANDS AND TWO UPRIGHT PIANOS ARE AVAILABLE FOR HIRE ON REASONABLE TERMS.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 4th May, 1888 [7

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Maids.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown, Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.
Hongkong, 22nd February, 1888 [91

HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR:

EXPORT BIER BRAUEREI, DREWS & Co.,
Gaarden, near Kiel.
IMPERIAL BEER, Quarts and Pints.
KIELER EXPORT LAGER BEER.
APENRADE ACTIEN BRAUEREI.
APENRADE BEER, in Quarts and Pints.
BERGEDORF VEREINS BRAUEREI.
BERGEDORF BEER in Quarts and Pints.
BREWERY "BAVARIA" MUNICH.
HACKERBRAEU in Quarts and Pints.
FRIEDRICH KROTE'S COBLENZ,
Celebrated Champagne, Rhine and Moselle Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle Mousseux, Laubenheimer, Geisenheimer, Rauenthaler, Josefshofer, Berncastler Doctor, &c.
Now on view, for the first time imported to this Colony:
SPLENDID PIANOS.
With Mechanism for transposing for the accompaniment of singing or other instruments.
HEUERMANN, HERBST & CO.
Queen's Road, 14.
Hongkong, 10th January, 1888 [27

To be Let.

TO LET.

A COMMODIOUS Suit of OFFICES in the ICE HOUSE BUILDINGS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 22nd March, 1888. [332

TO BE LET.

A SEMI-DETACHED HOUSE in Richmond Terrace,—containing 6 Comfortable Rooms, 3 Bath Rooms and convenient Out Offices.
A New Story has just been added to the Servants' Quarters.
Apply to
MR. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 24th April, 1888. [131

TO LET.

ROOMS in "COLLEGE CHAMBERS."
GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd May, 1888. [12

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.
Apply to
A. A. DE MELLO & Co.,
Macao.
Macao, 3rd April, 1888. [368

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "OCEANIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
C. D. HARMAN,
Agent.
Hongkong, 1st May, 1888. [2

NOTICE TO CONSIGNEES.

STEAMSHIP "NEW GUINEA," FROM HAMBURG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 8th instant, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 2nd May, 1888. [442

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL AND SINGAPORE.
THE Company's Steamship
"OOPACK"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 6th May, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th May, will be subject to rent.
Optional Cargo will be forwarded, unless notice to the contrary be given before 10 A.M., TO-DAY.
Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 30th April, 1888. [450

Shipping.

STEAMERS.

FOR SINGAPORE AND PENANG.
THE Steamship
"DEUTEROS,"
Captain Iwersen, will be despatched as above on MONDAY, the 7th inst., at 4 P.M.
For Freight or Passage, apply to
AH YON & Co.
Hongkong, 3rd May, 1888. [464

FOR PENANG.
THE Steamship
"DAFILA."
Captain C. Nielsen, will be despatched as above, on SATURDAY, the 12th inst., at 4 P.M.
For Freight or Passage, apply to
AH YON & Co.
Hongkong, 3rd May, 1888. [466

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"HYDASPES"
will leave for the above places on TUESDAY, the 8th May, at DAYLIGHT.
This Steamer has most superior Accommodation for Passengers, both 1st and 2nd Saloon, and has the Electric Light.
For Freight or Passage, apply to
E. L. WOODIN,
Superintendent.
Hongkong, 21st April, 1888. [3

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).
THE Company's Steamship
"BERENICE,"
Captain E. Perini, will be despatched as above on THURSDAY, the 10th May, at NOON.
For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.
O. BACHRACH,
Agent.
Hongkong, 30th April, 1888. [456

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"STRATHLEVEN,"
C. W. Pearson, Commander, will be despatched for the above Port, on or about the 12th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 3rd May, 1888. [331

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU,"
Arthur, Commander, will be despatched as above, on SATURDAY, the 12th instant, at DAYLIGHT.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd May, 1888. [462

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"TITAN,"
C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 8th March, 1888. [278

FOR SAN FRANCISCO.
THE American Ship
"PACTOLUS,"
Burnham, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 6th April, 1888. [381

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 19th May, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages, should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 2nd May, 1888. [1

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship
"ZAMBESI,"
2,431 Tons Register, Tiddy, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *via* KOBE, and YOKOHAMA, on TUESDAY, the 8th May, at THREE P.M.
To be followed by the S. S. "BATAVIA" on 15th May, S. S. "PORT ADELAIDE" on 1st June, and S. S. "PARTHIA" on the 21st June.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States..... 200.00
To Liverpool..... 300.00
To London..... 305.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 7th May.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 30th April, 1888. [36

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at 4 P.M., the Company's Steamship "BAYERN," Captain R. Sander, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 8th May, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th April, 1888. [4

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"OCEANIC"
will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 10th May, at THREE P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 2nd May, 1888. [1